

The Consolidated Eastern Area Plan

**Adopted By The Chesterfield County
Board of Supervisors
September 18, 2002**

Prepared by the
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Introduction

Study Area Boundaries

The boundaries of the consolidated Eastern Area Plan amendment study area includes the James River to the north, the Appomattox River and Swift Creek to the south, and the confluence of the James and Appomattox Rivers to the east. The western boundary follows I-95 from Swift Creek north to Coxendale Road, then generally follows manmade features and property boundaries north to the James River at Drewry's Bluff. The study area includes approximately nine percent of the land area of the County.

Magisterial District

The Plan study area lies within the Bermuda Magisterial District.

How This Plan Works

The *Consolidated Eastern Area Plan* amendment, adopted by the Board of Supervisors, is part of *The Plan For Chesterfield*, the County's comprehensive plan. *The Plan For Chesterfield* is used by County citizens, staff, the Planning Commission and Board of Supervisors as a guide for future decisions affecting the County including, but not limited to, decisions regarding future land use, transportation networks and zoning actions. The *Consolidated Eastern Area Plan* replaces the original *Eastern Area Plan* (adopted in 1984), the *Eastern Area Plan Amendment* (adopted in 1984), the *Ruffin Mill Area Plan* (adopted 1987) and the *Meadowville Area Plan* (adopted in 1990). It also amends the Thoroughfare Plan.

Staff Analysis

The Planning Department, in conjunction with other County Departments, assessed existing conditions within the study area and performed a land use analysis to anticipate development trends in the area to the year 2020. The results were summarized and shared with public officials and interested citizens. These assessments and analyses, together with input from public officials and citizens, serve as the basis for the following key findings and recommendations. A summary of the existing conditions assessment and an analysis to anticipate development trends is available from the Chesterfield County Planning Department (*Consolidated Eastern Area Plan Amendment - Summary of Existing Conditions and Trends*). The complete texts of the assessment and analysis are also available in separate documents. These documents are entitled *Eastern Area Plan Study Area - Existing Conditions and Issues* and *Eastern Area Plan Study Area - Land Use Analysis, 2000 to 2020*. In addition, the Executive Summaries and various analyses for the *Eastern Area Plan* (adopted in 1984), the *Eastern Area Plan Amendment* (adopted in 1984), the *Ruffin Mill Area Plan* (adopted 1987) and the *Meadowville Area Plan* (adopted in 1990), as well as the Plans, were reviewed and relevant elements were incorporated into the consolidated Eastern Area Plan amendment. These Executive Summaries, analyses and Plans are also available in separate documents.

Citizen Participation

Planning Department staff, together with representatives of other County Departments, met with area residents, community groups, property owners, business persons and representatives of the industrial community to discuss the Plan amendment process. Citizens shared concerns and ideas with staff and offered suggestions that serve as part of the basis for the following Goals and Recommendations.

A Plan for Action

The *Consolidated Eastern Area Plan* should guide future development in ways that provide maximum benefits to Chesterfield County's current and future citizens, landowners, businesses and development community.

Specifically, the Code of Virginia defines the primary purpose of the Comprehensive Plan as follows:

To guide and accomplish a "coordinated, adjusted and harmonious development" of County lands "which will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare" of County citizens.

The Land Use Plan makes no attempt to determine the current or short-term marketability of any one parcel for any one use. Rather, it attempts to anticipate future needs for broad categories of uses throughout the study area for the next twenty years. In addition, the Plan does not rezone land, but serves as a guide for making decisions relative to future rezoning applications. The Plan may also suggest Ordinance amendments and other actions, such as corridor and village design studies and historic designations, which benefit the County. Finally, the Plan attempts to suggest the proper relationship of land uses to one another and to the wider community. Market forces (availability and price of land, location, character and age of competing businesses, site specific characteristics such as topography and visibility from roads, accessibility to roads, etc.) would decide the desirability of a specific use on one parcel over another, as well as the timing for developing such use, based on the principle of 'highest and best use'. The zoning process would determine the appropriateness of such use on a case-by-case basis by applying principals of desirable land use development patterns and adequacy of public facilities embodied in the Comprehensive Plan.

To this end, the Planning Commission and Board of Supervisors have incorporated into Plan amendments certain guidelines that promote development patterns which facilitate the orderly, harmonious, predictable and efficient use of the County's most limited resource - - the 446.5 square miles of land and water within its boundaries. These guidelines, as they apply to specific Plan areas of the County, are embodied in the Goals and Recommendations of adopted Plan amendments.

Goals and Recommendations

The Eastern Area of the County should continue to be a prime area for Chesterfield's economic development. In addition, residential neighborhoods should be protected as major non-residential development occurs. The visual character of the community along key roads, as well as the identification and status of significant historic, cultural, scenic and natural resources, should also be examined.

The Goals and Recommendations that most appropriately apply to the consolidated Eastern Area Plan study area are:

Goal 1

Promote the study area as one of the County's prime locations for industrial and commercial development.

Recommendations

- A. Continue to use the enterprise zone to encourage the development of vacant commercial and industrial areas, as well as redevelopment of older uses commercial and industrial uses.
- B. Direct potential new commercial and industrial development to appropriate locations within the study area as suggested by the Plan.
- C. Develop the Meadowville Technology Park as a major regional employment center.

A Countywide pattern of orderly development directs growth to appropriate locations within developed areas, such as portions of the study area, and encourages fringe development as an orderly extension of these developed areas. The resulting growth pattern ensures efficient use of land by decreasing sprawl, promotes cost-effective use of existing and planned public facilities by promoting infill development, and encourages economical extensions of public facilities by minimizing leapfrog development. Further, it stimulates investment and reinvestment in existing viable residential, commercial and industrial areas. This growth pattern also reduces development pressure on areas within

the County where the Comprehensive Plan suggests growth should be deferred until orderly extensions of utilities are provided.

Limitations and Opportunities

Road construction over the last twenty years has enhanced access and improved travel within the area, as well as access to larger markets. The study area also encompasses much of the Walthall Enterprise Zone which has as its objectives: increased private investment and job creation in the area; rehabilitation of the area's existing, older commercial and industrial structures; encouragement of new manufacturing and commercial uses in the area; and revitalization of the area through increased economic activity. The County has also extended utilities and other infrastructure improvements to serve the Meadowville Technology Park site, positioning this Park as a prime location within the regional marketplace for attracting industrial and other employment generating uses.

Goal 2

Optimize economic development opportunities.

The areas around the Walthall, Route 10/I-95 and Route 10/I-295 Interchanges have good access to regional markets. I-95 and I-295 also provide these areas with access to national and international markets through the interstate transportation system, the Port of Richmond and Richmond International Airport. Therefore, these areas are identified as having potential for continued development of industrial and other employment-generating uses, as well as commercial development that support these uses. Vacant land in these areas, as well as improved properties with potential for redevelopment, should be reserved for industrial and other employment generating uses. Commercial development serving the industrial community and larger markets would also be appropriate near the interchanges. New residential development, as well as piecemeal, strip commercial development that serves smaller markets, should be discouraged in these areas.

Recommendations

- A. Reserve for industrial and other employment generating uses, land within the study area that the Plan suggests is appropriate for such industrial and other em-

ployment generating uses. Limited commercial uses may be appropriate, in areas suggested for industrial and other employment generating uses, if such commercial uses are supporting of, accessory to, and incorporated into the design of, larger industrial and other employment generating developments.

- B. Through the zoning process, encourage owners of properties to aggregate acreage in a manner that provides coordinated, safe and efficient access for all parcels to the transportation network. To this end, projects should be large enough to: provide an internal road and/or driveway network for development; provide public road rights of way and/or driveways with access easements to adjacent properties with development and redevelopment potential; and control the number of individual accesses to existing or planned major arterial and collector roads.
- C. Through the zoning process, discourage new residential development and piecemeal commercial development from locations the Plan suggests are appropriate for industrial and other employment generating uses.

Industrial and other employment generating uses produce tax revenues which defray the costs of providing services to County residents. By facilitating the development of such uses in appropriate locations, the County continues to provide quality services to its citizens. In addition, such uses provide residents with jobs both within the County and close to home, thereby reducing commuting distances, travel distance, air and water pollution and travel expenses. This, in turn, enhances the quality of life for working citizens and their families. In addition, aggregation of acreage promotes development of internal transportation networks including public streets and private driveways. This, in turn, minimizes the need for direct access to area arterial and collector roads from individual parcels.

Limitations and Opportunities

Existing residential development in proximity to the Interchanges, together with potential pressure for additional non-industrial development in other parts of the study area may, if not properly evaluated, limit opportunities for

economic development. In addition, some properties with economic development potential may have access limitations caused by piecemeal commercial strip zoning and development patterns along Route 10 and by area floodplains. However, significant opportunities exist for development of new industrial and other employment generating uses in areas where access and mitigating road improvements can be provided. In addition, commercial nodes that support industrial and other employment generating uses could be incorporated into the design of larger projects, further contributing to convenience and to reducing travel distances.

Goal 3

Encourage land use transitions: Encourage land use transitions between less intense uses, such as residential neighborhoods, and more intense uses, such as commercial and heavier industrial areas.

Recommendations

- A. Use the Plan to suggest land use transitions between residential development and commercial and heavier industrial uses.
- B. Use the Plan and zoning process to encourage a greater depth of development that provides less intense transitional uses adjacent to residential areas. The phasing of development should require that transitional uses be developed prior to, or in conjunction with, development of more intense land uses.
- C. Where land use transitions are not possible due to existing strip development patterns, use the zoning process to negotiate use restrictions and design standards, for new development and redevelopment requiring zoning action, that protect residential neighborhoods from potential adverse impacts generated by more intense uses.
- D. Use the Plan and zoning processes to negotiate use restrictions and/or mitigating design standards on, or the rezoning to less intense land uses of, General Commercial (C-5), General Industrial (I-2) and Heavy Industrial (I-3) zoned properties lying adjacent to residential neighbor-

hoods. Mitigating design standards could include limitations on hours of operation and lighting, orientation of buildings to provide screening and sound attenuation, etc. In this regard, encourage owners of parcels requesting zoning for additional zoning in proximity to such C-5, I-2 and I-3 zoned property to process rezonings for both parcels.

A hierarchy of land uses, from more - to - less intense, provides the best protection to residential neighborhoods. Other protections (buffers, orientation of uses, and design standards which reduce nuisances such as noise, and light, etc.) are supplemental mitigation to the primary protection provided by physical separation between incompatible uses and contribute to the overall appearance and livability of the community.

Limitations and Opportunities

Much of the existing land use pattern within the study area, particularly along Route 10, is characterized by residential areas adjacent to older commercial strip zoning and uses. In many instances, these residential areas do not have the benefit of buffers or other mitigating design features to lessen the impact of adjacent, commercial activity.

However, in many places, encouraging greater depths of non-residential zoning can afford opportunities to provide land use transitions between more intense commercial uses and residential neighborhoods. In addition, opportunities may occur to negotiate use restrictions, design standards, and/or rezoning to less intense classifications, on C-5 zoned properties that lie adjacent to residential areas.

Goal 4

Promote orderly redevelopment trends.

New commercial/industrial development and redevelopment within the study area is revitalizing, and in some cases replacing, older commercial and residential uses. While these trends should be encouraged, healthy residential neighborhoods should be protected from encroachment. At the same time, residential areas likely to experience increased pressure for redevelopment to non-residential uses, in areas where redevelopment is deemed appropriate, should be protected until redevelopment occurs.

Recommendations

- A. Office, commercial and/or industrial rezoning and redevelopment that has the potential to encroach on existing residential areas should be accomplished on parcels aggregated to sufficient size, design and location to protect the character and environment of the remaining residential uses.
- B. New commercial, office and/or industrial uses should not be interspersed with existing residential uses.
- C. Less intense, transitional uses should be provided between more intense commercial uses and existing residential uses.
- D. Setbacks and buffers should be provided between new commercial, office and/or industrial uses and existing residential uses. These setbacks and buffers should be designed to protect remaining residential uses from excessive light and noise, and from views into parking, loading, storage and service areas.

The preservation, maintenance and in some cases redevelopment of older areas of the County forestalls decline and blight and contributes to the overall health of the larger community. Specifically, healthy residential neighborhoods, if protected from piecemeal non-residential encroachment, can provide affordable housing without government subsidy and optimize the use of existing infrastructure. At the same time orderly redevelopment of some declining residential areas, in locations where non-residential uses are deemed appropriate, promotes economic development.

Limitations and Opportunities

Portions of the study area have experienced redevelopment from residential to commercial and industrial uses in a piecemeal manner, allowing commercial and industrial uses to encroach into residential areas without consideration for the potential adverse impacts these non-residential uses can have on remaining nearby residences. Commercial and industrial redevelopment is expected to continue and will most likely exert additional pressure on residential areas located within, or in proximity to, areas that are deemed appropriate for commercial and industrial uses. Opportunities

exist to ensure that redevelopment, where appropriate, occurs in a manner that protects the character and environment of remaining residential uses.

Goal 5

Ensure that residential, office, commercial and industrial sites, when viewed from public places, has visual appeal.

New construction or redevelopment within the study area is regulated by zoning conditions and Zoning Ordinance requirements. Specifically, new construction or redevelopment in the study area is subject to Emerging Growth standards. These standards address parking, landscaping, architectural treatment, setbacks, signs, buffers, utilities and screening of dumpsters and loading areas.

Additional development standards for the Route 10 corridor may be appropriate. Specifically, a Design Guidelines Study should be initiated to assess the need for additional design guidelines for future development along Route 10 which serves as a gateway to the County, as well as the entrance to area businesses, industries and neighborhoods. Any additional design guidelines deemed appropriate should be developed together with a strategy for their implementation and a determination of their applicability to other, similar transportation corridors within the County.

A Design Guidelines Study should also be initiated to assess the need for additional design guidelines for future industrial development along Old Stage and Coxendale Roads. These roads serve as primary road access to a significant portion of the County's existing and potential industrial development base, as well as the entrance to the County's Henricus Park and Dutch Gap Conservation Area. The appearance of these roads, as well as the appearance of adjacent development, imparts the first and potentially only impression that many visitors have of the community and of these industrial, recreational and historic resources.

Recommendations

In conjunction with this Plan amendment, assess the need for additional design guidelines for future development along the Rt. 10 corridor, between I-95 and Hopewell. If additional design guidelines are merited, develop these guidelines

together with a strategy for their implementation. Determine if this effort has applicability to other, similar transportation corridors within the County. Any recommended guidelines and implementation strategy should be considered for adoption in conjunction with the adoption of the consolidated Eastern Area Plan amendment.

- A. In conjunction with this Plan amendment, assess the need for additional design guidelines for future development along Old Stage and Coxendale Roads. If additional design guidelines are merited, develop these guidelines together with a strategy for their implementation. Such guidelines should take into account the utilitarian nature of existing and anticipated area industrial development and place emphasis on minimizing the visibility of such development from the road, rather than on the appearance of the development. Such visual mitigation could include, but would not be limited to, preservation of existing vegetation, berming and landscaping. Any recommended guidelines and implementation strategy should be considered for adoption in conjunction with the adoption of the consolidated Eastern Area Plan amendment.
- B. In conjunction with this Plan amendment, add to the Planning Commission and Planning staff work programs a project to assess the need to develop an active inspection and enforcement program along Route 10, Old Stage Road, and Coxendale Road to ensure that required landscaping is maintained in a healthy condition. If an active enforcement program is merited, develop, fund and implement the program.
- C. In conjunction with this Plan amendment, add to the Planning Commission and Planning staff work programs a project to assess the need to develop a tree planting and maintenance program along Route 10 (along the edge of the right of way and within medians), Old Stage Road, and Coxendale Road. If a tree planting and maintenance program is merited, develop, fund and implement the program.

When viewed from these roads, area development impacts the overall appearance and livability of the larger community. This in turn influences the potential for development or

redevelopment of surrounding properties, as well as the desirability of existing residential neighborhoods as places to live. Therefore, consideration of how the road frontage develops along these corridors will greatly influence the development potential of area properties, as well as the health of area neighborhoods.

In addition, the County continues to promote the Eastern Area of the County for industrial development and promotes Henricus Park and the Dutch Gap Conservation Area as natural, recreational and historic resources for the enjoyment and education of County citizens and visitors. Industrial development and redevelopment along Old Stage and Coxendale Roads should be guided in a manner that conforms to the County's goals of: promoting orderly development patterns; optimizing and encouraging economic development opportunities; enhancing the appearance and development pattern of the area; and protecting, preserving, promoting and enhancing the natural environment, as well as historic and cultural resources.

Limitations and Opportunities

It should be noted that much of the property fronting Rt. 10, Old Stage Road, and Coxendale Road is already developed or may otherwise be vested by conditions of zoning approval from having to comply with future Zoning Ordinance amendments promoting new design standards. These factors may impact the method of implementation, as well as the effectiveness, of any additional design guidelines adopted as a result of the Design Guidelines Study.

Other factors, such as floodplains and transmission line rights of way, may also influence the appearance of these corridors. In particular, existing development would be exempt from new guidelines until expansion or redevelopment occurs. Land within interchanges and other public rights of way, or which have easements, are exempt from local ordinances. Specifically, public improvements such as VDOT road widenings, maintenance facilities, communications facilities or staging areas for road construction, above ground Virginia Power transmission lines, or other above or in-ground utility lines may not have to comply with County design guidelines. Finally, as noted herein, properties already zoned and subject to conditions of zoning approval may be exempt, in whole or in part, from new guidelines, depending on the nature and effect of these conditions. It

should be noted that properties within floodplains may have to be preserved all or in part in a natural state, based on current laws and ordinances. This could offer positive opportunities to preserve natural areas and views, as well as opportunities to provide variety in the pattern of development, transitions, and separation of incompatible uses.

However, opportunities exist to enhance the visual appeal of the area as a gateway to the County and entrance to area businesses and neighborhoods. Such enhancements could include landscaping and monumental features within the median of Rt. 10 and/or along the edge of the rights-of-way of Rt. 10, Old Stage Road and Coxendale Road, as well as preservation of existing high canopy trees within medians and setbacks. Additional landscaping could also be installed within setbacks, to include high canopy trees, which, at maturity, would minimize the views of aboveground utilities, soften views of development and enhance the overall appearance of the area.

Goal 6

Ensure that new residential proposals are representative of, and compatible with, existing and anticipated area residential development.

Actions that stabilize and improve the health of existing neighborhoods forestall decline and blight and contribute to the overall health of the larger community.

Recommendation

- A. Use the Plan and the zoning process to encourage new residential subdivisions with sole access via existing or planned subdivision streets to meet or exceed the average lot size of, and have a density equal to or less than, the existing subdivisions.

Residential developments of varying densities and lot sizes encourage variety in residential areas and offer County citizens a choice of neighborhoods, living environments and lifestyles.

Limitations and Opportunities

New subdivisions developing within the study area increase the availability of single family

housing in subdivisions in this part of the County. Opportunities exist to encourage a greater diversity of housing types within the study area. However, such residential development should occur in ways that protect existing neighborhoods and enhance the larger community.

Goal 7

Protect and preserve historic and cultural resources.

Sites within the study area may potentially have significant historic or cultural significance. These include Native American and early English settlement sites, as well as 19th Century structures, Civil War defense works, and early 20th Century structures.

Recommendations

- A. Add to the Planning Commission and Planning staff work programs a project to assess the need to develop guidelines for identifying, preserving and interpreting significant historic and cultural resources within the Eastern Area of the County. If guidelines are merited, prepare an Eastern Area historic resources inventory and preservation strategy, together with a framework for its implementation, for review by the Planning Commission and Board of Supervisors.
- B. Encourage the Chesterfield County Preservation Committee to work with the property owner(s) of identified sites of significant historic, architectural, archaeological and/or cultural interest to have such properties designated as County, State, and Federal Landmarks.

Comprehensive Plan amendments attempt to identify structures and sites within study area boundaries that have historic or cultural significance. Protection of such structures and sites offer the best opportunities for presenting and interpreting the County's historic and cultural heritage.

Limitations and Opportunities

Except for significant Civil War defense works, scattered 19th century residences and small cemeteries, no aboveground evidence remains of the study area's long and varied history. This

is due to several factors, including the transient history and nature of most early works. Many early works were destroyed by war. Others, such as Civil War fortifications, were abandoned once their usefulness expired. Still others, such as the communities of Bermuda Hundred, Osborne and Port Walthall, declined as a consequence of competition from better located communities such as Richmond, Manchester and Petersburg. Agricultural activities, neglect, decay, and the straightening and deepening of the James River to allow the passage of large, ocean-going cargo ships, together with twentieth century residential growth and industrial development (including quarrying along the James River), may have covered, destroyed or degraded much of the physical remains of these bygone eras.

However places, if not structures, remain strong in the memory and history of the County. In recent years, a growing awareness of the area's history has led to an interest to remember, preserve, protect and interpret what remains. Many sites with historic significance have already been identified within the study area, and several of these are in various stages of preservation and interpretation.

Goal 8

Promote open space corridors as a framework to protect the natural environment and scenic values, provide land use transitions, and provide outdoor recreational opportunities.

Protecting the natural environment and scenic values, as well as providing land use transitions between incompatible uses and outdoor recreational opportunities, enhances the quality of life of County citizens and workers.

Recommendations

- A. Add to the Planning Commission and Planning staff work programs a project to assess the need for promoting open space corridors as a framework to protect the natural environment and scenic values, to provide land use transitions, and to provide outdoor recreational opportunities within the Eastern Area of the County. If guidelines are merited, prepare an open space corridor strategy, together with a framework for implementation, for review by the Planning Commission and Board of Supervisors.

- B. Initiate amendments to the Public Facilities Plan, the Parks and Recreation Master Plan and the Riverfront Plan, as appropriate, to inventory open space corridors within the study area and implement any adopted strategy for preserving and using these resources.

Open space corridors can be used to protect environmentally sensitive areas such as wetlands, wildlife habitat and floodplains, as well as to preserve mature trees and native vegetation as a part of the visual landscape. In addition, such corridors provide visual and distance separation between residential and non-residential development, as well as provide area residents and the employees of area industries with opportunities for exercise, recreation, relaxation and education.

Limitations and Opportunities

Much of the property lying within floodplains and other environmentally sensitive areas is already zoned and/or developed for residential, commercial and/or industrial uses. However, the study area has most of the County's river frontage, as well as several stream valleys with significant, undeveloped floodplains, much of which is currently protected from intense development by the County's Floodplain Ordinance and by the Chesapeake Bay Act. Many of these natural features may provide opportunities for open space preservation and recreational activities through various cooperative public/private efforts.

Goal 9

Provide a safe, efficient and cost effective transportation system.

The County's Thoroughfare Plan, which was originally adopted by the Board of Supervisors in 1989, identifies right-of-way classifications of existing roads, and right-of-way classifications and general alignments of future roads. In the eastern area of the County, the topography and existing development limits the opportunities to plan for additional new roads. The limited potential for new roads in this area of the County makes it particularly necessary to improve existing roads to accommodate future growth in this area of the County.

Recommendations

- A. Adopt the recommended Thoroughfare Plan as shown, including the deletion of the extension of Route 288 to the east across the James River, and the designation of the proposed east-west collector on the south side of Route 10, between Kingston Avenue and the proposed 70 foot wide north-south collector, as a Special Access Street.
- B. Streets within the area bounded by Route 10 to the south, I-295 to the east, Bermuda Hundred Road to the north, and Kingston Road to the west should be considered as Special Access Streets.
- C. Use the zoning and development review processes to encourage development proposals to conform to the Thoroughfare Plan with respect to the construction of road improvements and the dedication of right-of-way.
- D. Use the zoning and development review process to encourage development proposals to include mitigation of their traffic impacts by providing road improvements and controlling the number of direct accesses to major arterial and collector roads. Where appropriate, require access plans, to include driveway connections and/or public roads, as development occurs along Route 10 to accommodate travel between adjacent areas without necessitating the use of Route 10.
- E. As improvements are provided on roads identified in the County's Bikeway Plan, consider incorporating bicycle facilities.

An adequate transportation network helps achieve the goal of optimizing economic development by ensuring that roads accommodate the free flow of traffic and provide safe and efficient access to the regional transportation network.

Limitations and Opportunities

There has been significant commercial and industrial development in the eastern area in recent years, and this trend is expected to continue. Approximately 9,000 acres are currently zoned for commercial and industrial development that remain to be developed.

Improvements to existing roads and construction of new roads to accommodate future growth will be needed in this area of the County. Currently, three Primary road improvements in this area of the County are included in the Board of Supervisor's priority list of highway projects: 1) the feasibility of a I-95/I-295 Connector (an extension of the East/West Freeway); 2) the Interstate 295/Meadowville Road interchange; and 3) the widening of Route 10 to six (6) lanes from Interstate 95 to Meadowville Road. Funds for these improvements are not currently included in VDOT's Six Year Improvement Program.

I-95 and I-295 are major north/south routes that carry regional traffic through the eastern area of the County. Route 10, from Interstate 95 to the Appomattox River, is the major east-west highway serving the area, and carries a mix of local and regional traffic. Even after completion of planned improvements to Route 10, this highway will not accommodate anticipated traffic volumes. Another east/west facility is needed in this area of the County. This connection would improve access to area development, and help reduce regional traffic on Route 10 between Interstate 95 and Interstate 295, and on other roads such as Woods Edge Road and Old Bermuda Hundred Road.

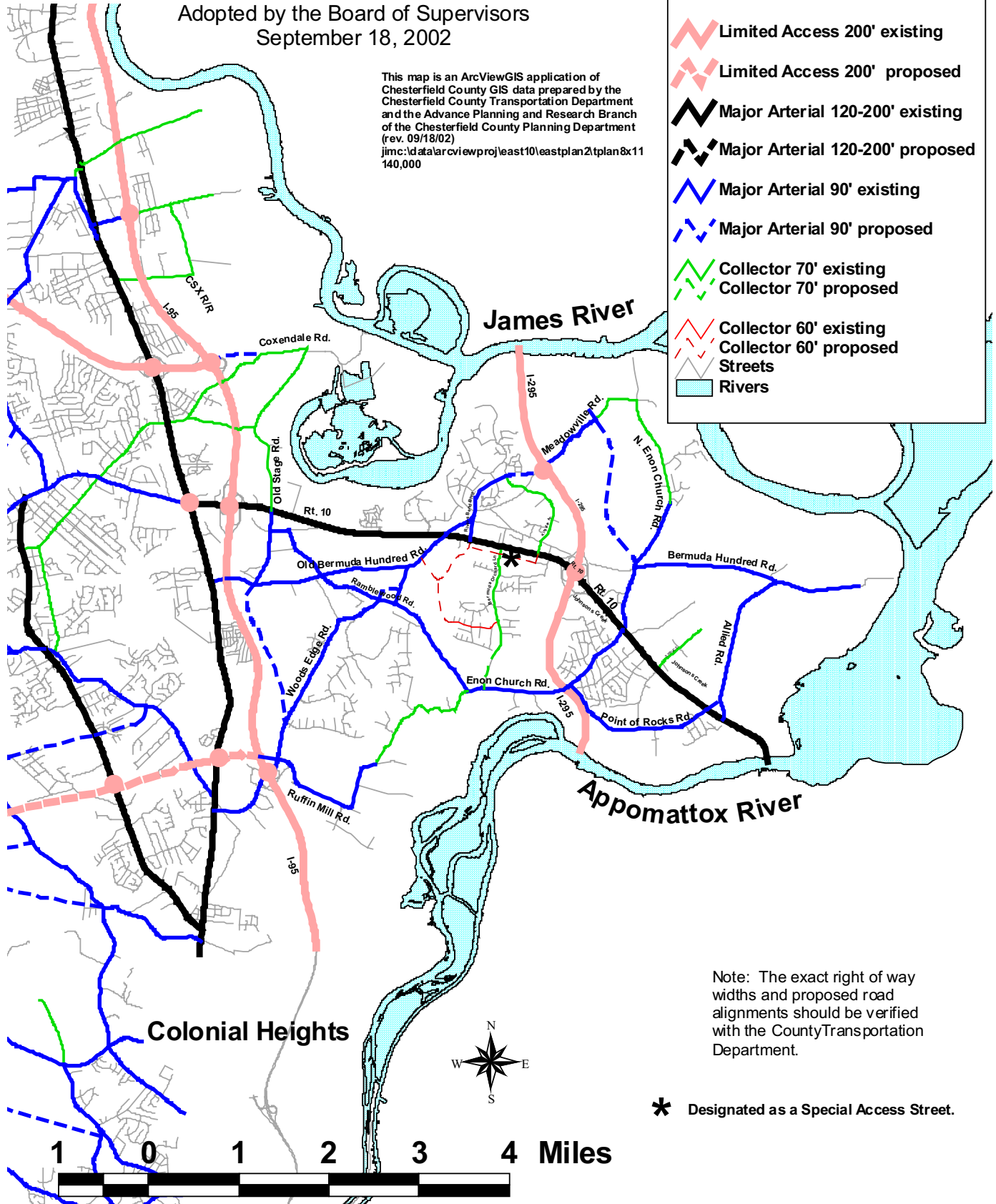
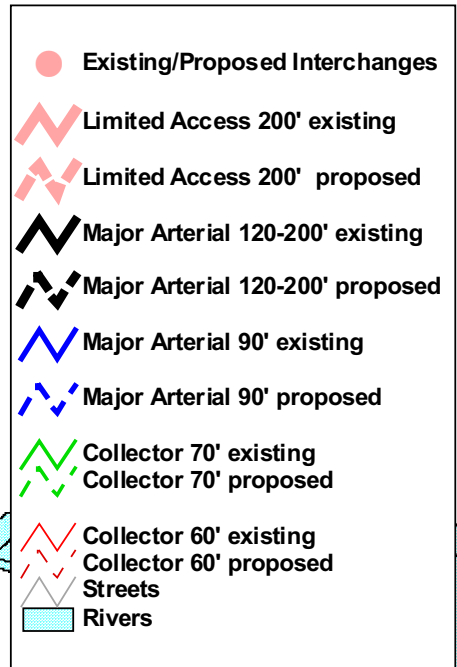
Because much of this area has been developed or approved for development, this east/west facility would have to be located between I-95 and I-295 in the Walthall area. A connector road in this area would include a major bridge structure across the Appomattox River. State funding would have to be provided for construction of this connector road. No public funds are anticipated to become available in the foreseeable future for a major project of this type. Staff will work with developers to keep a corridor open for the facility, if possible. However, Staff will not restrict or prohibit development in the Walthall area in order to protect the corridor. Developer participation will be strictly on a voluntary basis.

Staff will continue to evaluate development proposals and recommend that mitigating road improvements are provided that will address their traffic impacts. The improvements may include the construction of new roads, right-of-way dedication, access control, pavement widening, horizontal and vertical alignment improvements, and ditch relocation to provide adequate shoulders.

Consolidated Eastern Area Thoroughfare Plan

Adopted by the Board of Supervisors
September 18, 2002

This map is an ArcViewGIS application of
Chesterfield County GIS data prepared by the
Chesterfield County Transportation Department
and the Advance Planning and Research Branch
of the Chesterfield County Planning Department
(rev. 09/18/02)
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140,000



* Designated as a Special Access Street.

Appendix A

Recommendations for the Meadowville Area

(Note: The following Study Recommendations and The Recommended Plan are elements of the Meadowville Area Plan that should remain applicable to the portions of the consolidated Eastern Area Plan amendment geography that were formerly subject to the Meadowville Plan and are so designated on the attached Plan map.)

The Recommended Plan

The area west of North Enon Church Road should be a transitional area. Residential uses could occur on the west line of North Enon Church Road from the southernmost boundary of the residential area east of North Enon Church Road to the James River. The exact depth and shape of this residential area could vary, based on topographic and sound residential design principle.

Additional residential development west of North Enon Church Road, extending westward generally 3,000 feet along the James River and generally 1,700 feet along the north line of Meadowville Road, is appropriate with provisions to ensure that such residential development does not adversely impact future area industrial development. Such provisions should include, but not necessarily be limited to: a residential layout that ensures adequate vehicular access can be provided to properties west of the residential development; the establishment of 200 foot buffers with the residential development, between such residential use and future anticipated industrial uses; and the recordation of notes on subdivision and individual lot plats informing future property owners of anticipated industrial development in the area.

On the other hand, this area could be developed as light industrial use with provision of a 200 foot buffer on the west side of North Enon Church Road adjacent to the designated for residential use. Existing forested vegetation should be preserved within the buffer area. Where existing vegetation is inadequate, comprehensive landscaping should be required in order to screen light industrial uses from view of nearby residential uses.

Any parcel zoned for residential uses west of North Enon Church Road should be zoned in its entirety, with all zoning classification of each parcel decided at the same time in order to insure that future residents are fully advised as to adjoining land uses.

Areas suggested for light industrial uses should be placed within an industrial park setting in order to encourage industrial development to occur simultaneously and protect nearby residential uses.

I-2 and I-3 uses provide locations for manufacturing and other selected activities. Uses within these categories should generally be buffered from existing or proposed residential neighborhoods by less intense I-1 uses.

Intense I-2 and all I-3 uses, without special design features and detailed review, would be incompatible within the Meadowville Area. Therefore, zoning for intense I-2 and I-3 uses should be submitted with Conditional Use Planned Development or other such zonings whereby the use can be reviewed for high quality design details, sensitivity to area residential uses and minimal environmental impacts.

The industrial park development requirements, referenced above, should include the following:

- No structure should exceed a height of three (3) stories or fifty (50) feet, however, taller structures may be permitted within the moderate industrial area if effectively screened from view of nearby residential uses.
- Architectural: No portion of a building constructed of unadorned concrete block or corrugated and/or sheet metal should be visible from any adjoining residential district or any public right of way. No building exterior should be constructed of unpainted concrete block or corrugated and/or sheet metal.
- Mechanical Equipment: As currently required by the Zoning Ordinance in all Industrial Districts mechanical equipment, should be screened from public view and designed to be perceived as an integral part of the building.

- Road improvements should to be constructed concurrent with industrial development. No industrial use should develop until the planned north/south arterial road or the I-295/Meadowville Road interchange or appropriate phases thereof is constructed. Phasing of these improvements should be approved, as long as industrial traffic shall not utilize northern residential portions of North Enon Church Road.
- Utilities: As required by the Zoning Ordinance, all utility lines should be underground.
- The Transportation Department should approve all interior circulation plans during review processes.
- Sites should be designed and buildings should be oriented so that loading areas are screened from any of the project perimeters adjoining any residential or district in which loading areas are prohibited, as well as from any public right of way.
- Existing forest vegetation should be preserved to the maximum extent possible. Twenty percent (20%) of the land, exclusive of a 200 foot buffer on the west side of North Enon Church Road, designated for industrial, commercial or office use should be preserved as open space. All wetland areas should be preserved.
- Drainage/Floodplains/Wetlands: An overall drainage design should be developed and approved during site review as required by the Zoning Ordinance.
- No development should be allowed in wetlands or floodplains.

The Chesapeake Bay Area Preservation Standards should apply to future development along the James River. The purpose of these regulations will be to prevent a net increase in nonpoint source pollution from new development, minimize erosion, and prevent degradation of floodplains and wetlands. Access to the James River may be allowed to future development only after submittal to the County Conditional Use and Site Review process.

General Performance Standards are recommended:

- No more land should be disturbed than is necessary to provide for the desired use or development.
- Indigenous vegetation should be preserved to the maximum extent possible consistent with the use and development allowed.
- Land development should minimize impervious cover.
- All future office, commercial or industrial development should require County sewer and water. All future residential development should require County sewer and water except where impractical due to technical engineering reasons.
- No off-premises billboards and signs should be allowed adjacent to I-295.

Recommendations regarding transportation needs:

- As industrial uses develop west of North Enon Church Road, no direct access of such uses to North Enon Church Road should occur north of the northernmost access to existing industrial development located on the east side of North Enon Church Road (Tax ID 827-653-1313).
- The proposed road improvement noted in the County's Thoroughfare Plan shall provide service primarily to industrial uses expected to develop west of North Enon Church Road. Major industrial growth should not occur until the road improvements outlined in the Thoroughfare Plan, or the Meadowville Road interchange, have been developed.
- The County's Transportation Department should explore alternatives to improve the ingress/egress to those residential uses located south of Bermuda Hundred Road, north of Route 10, west of North Enon Church Road, and east of I-295.

Residential Uses

- Public safety, health, and convenience should be maximized.
- Insure, through the enforcement of appropriate development standards, that the level and type of residential development will be compatible with the physical limitations of the land and established residential land uses in the Area.

Industrial Uses

- Ensure, through the enforcement of appropriate development standards, that the level and type of industrial development will be compatible with the physical limitations of the land and other established land uses in the area.
- Require that future industrial uses not produce excessive noise, smoke, dust or other particular matter, vibration, toxic or noxious waste materials, odors, site and explosive hazards or other detrimental impacts.
- Encourage the development of planned industrial districts.

3. No industrial use that is noxious, dangerous, or causes pollution should be allowed in any area.
4. All future industrial uses should be placed within an industrial park setting.
5. Future industrial development should adhere to Chesterfield County's adopted Development Requirements - Emerging Growth Areas listed under Article 6 in the Chesterfield County Zoning Ordinance.

Implementation

Land Use

Policy: The future land use of the Meadowville Study Area should encompass well-planned and orderly development of residential and industrial land uses.

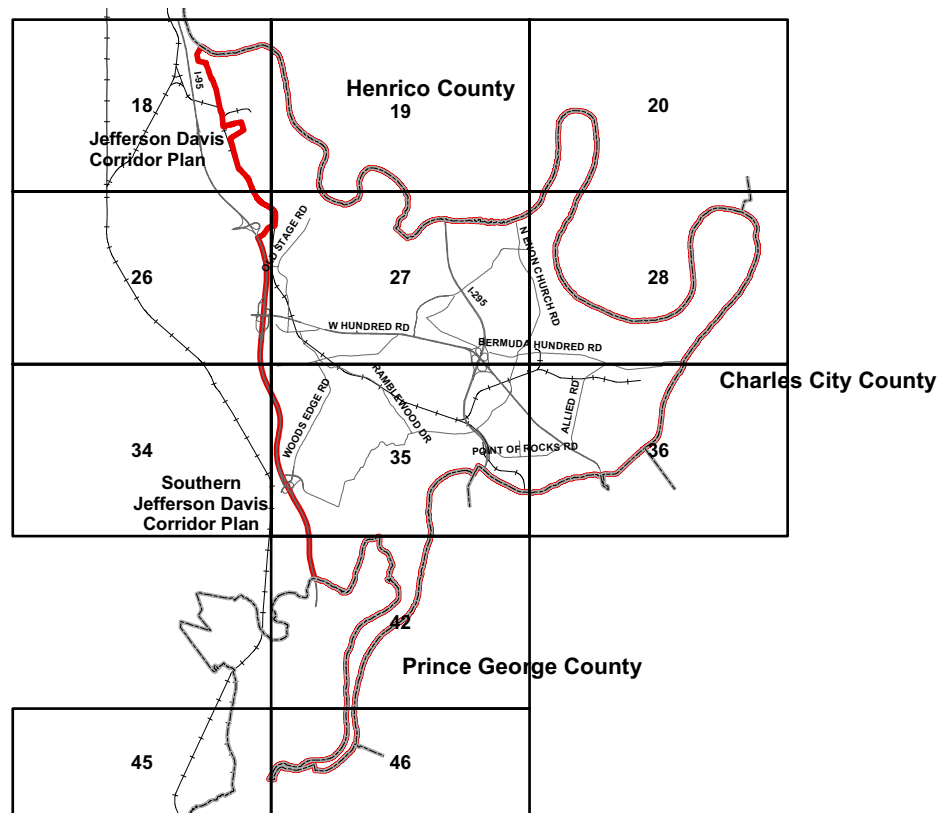
Actions:

1. Future industrial use should correspond to uses permitted by the Chesterfield County Zoning Ordinance under Light Industrial and General Industrial.
2. Heavy Industry, as defined under the County Zoning Ordinance should be restricted to those uses and locations exhibiting high quality designs, sensitivity to residential uses and minimal environmental impacts.

The Consolidated Eastern Area Plan

In 2006, Chesterfield County Planning Department consolidated all individual land use plan maps in the *Plan For Chesterfield* into the county's Geographic Information System (GIS). The land use plan for The Consolidated Eastern Area Plan is now published in two forms: 1) as part of a countywide land use plan map, and 2) on land use plan grid map numbers 18,19,20,26,27,28,34,35,42,45,46.

The recommended land use category definitions for the land use plan and the notes associated with the plan follows this page



Copies of the Plan For Chesterfield countywide land use plan map and each of its more detailed 46 grid maps are available through the following sources:

- On the *Chesterfield County Planning Department* CD. This CD is included with paper copies of *The Plan for Chesterfield*, and also available separately from the Chesterfield County Planning Department.
- On Internet at <http://www.chesterfield.gov/plan>.

Questions Concerning the Plan For Chesterfield and its related land use plans should be directed to the Chesterfield County Planning Department at 804/748-1050 or planning@chesterfield.gov.

Land Use Categories

The Consolidated Eastern Area Plan

Residential (1.5 dwellings per acre or less)

Residential (2.0 dwellings per acre or less)

Residential (4.0 dwellings per acre or less)

Residential (7.0 dwellings per acre or less)

Residences, and under circumstances that ensure compatibility with existing and/or anticipated area residential development, places of worship, schools, parks and other similar public and semi-public facilities.

Neighborhood Mixed Use

Professional and administrative offices, along with residential developments of varying densities. Supporting, neighborhood-scale retail and service uses would be appropriate when part of a mixed use development of aggregated acreage under a unified plan of development and when located with access to intersecting transportation corridors. Such development should extend approximately 1,000 feet from the major road; however, existing natural or man-made boundaries (such as bodies of water, floodplains, rights-of-way, access locations or utility corridors) are preferable to a fixed depth such as 1,000 feet. R (various) R-TH, R-MF, O-2, and C-2

Note2 (see Land Use Plan map): Neighborhood-scale retail and service uses that are not part of a mixed use development of aggregated acreage, that are not under a unified plan of development, and that are not located at intersecting transportation corridors, would be appropriate along the north and south lines of Route 10, between Rivers Bend Boulevard and the Community Mixed Use Area shown on the Land Use Plan map, and north of the parallel road shown on the Thoroughfare Plan, if potential increased adverse impacts from such retail and service uses on nearby residents (such as noise, light, trash, odors, etc.) are mitigated by transitional uses such as offices, or by additional buffering or other design and/or operating features. Such mitigation could include, but should not be limited to: noise attenuation devices; decorative walls; building/parking orientation; location, design and orientation of mechanical equipment and waste receptacles; and hours of operation limitations. In addition, some community-scale commercial uses would be appropriate along the south line of Route 10, across from Rivers Bend Boulevard, at the intersection of Route 10 and the north-south collector road shown on the Thoroughfare Plan, if potential increased adverse impacts from such uses on nearby residents are similarly mitigated.

Neighborhood Convenience (not depicted on the Plan map)

Small scale uses, such as limited retail and personal services, when located within planned residential areas and designed to attract customers primarily from immediate neighborhoods only. Typically such uses should: be planned in conjunction with residential projects in order to insure compatibility; be limited in size and acreage; be located at the intersections of collector streets, or between residential neighborhoods and higher intensity uses and/or arterials; and provide transitions through consideration of appropriate uses, building scale, architecture and site design. Such areas require detailed analysis to ensure compatibility: therefore, individual locations cannot be depicted on the Land Use Plan map. (C-1)

Neighborhood Office (not depicted on the Plan map)

Small scale, professional and administrative offices and similar uses, when such uses are developed as a transition between commercial/industrial uses and residential neighborhoods. Typically such uses should be designed to ensure maximum compatibility with, and minimal impact on, existing and future area residential development, and should generally be located along arterial roads or collector streets, but not at arterial road intersections. Such areas require detailed analysis to ensure compatibility: therefore, individual locations cannot be depicted on the Land Use Plan map. (O-1)

Community Mixed Use

Community-scale commercial uses, including shopping centers, service and office uses that serve community-wide trade areas. Residential uses of various types and densities may be appropriate if part of a larger mixed use project and the design is integrated with other uses. Such development should extend

approximately 1,000 feet from the major road; however, existing natural or man-made boundaries (such as bodies of water, floodplains, rights-of-way, access locations or utility corridors) are preferable to a fixed depth such as 1,000 feet. C-3

Commercial

General commercial uses, including automobile-oriented uses and light industrial uses. Residential uses of various types and densities may be appropriate if part of a larger mixed use project and the design is integrated with other uses. C-5

Light Industry

Offices, warehouses and light industrial uses, including research and development uses and light manufacturing dependent upon raw materials first processed elsewhere. Moderate industrial uses may be appropriate when designed, located and/or oriented to ensure compatibility with less intense uses, and where adequate access and transitions are provided. Retail and service uses that serve primarily surrounding permitted uses may be appropriate when part of a larger development. I-1 and I-2

Industrial

Manufacturing uses processing raw materials, heavy warehousing and trucking terminals. Retail and service uses that serve primarily surrounding permitted uses may be appropriate when part of a larger development. Heavy industrial uses should be located and designed to minimize impacts on existing and anticipated area development of lesser intensity. I-2 and I-3

Public/Semi-public

Publicly owned land, or land held in public or private trust for the purpose of preserving and prompting its natural function, character and/or historic significance (conservation areas, wildlife habitat, historic places, public parks and trails, etc.). Should such land be redeveloped for other uses, the appropriate uses would be those that are compatible with surrounding existing or anticipated development.

The Consolidated Eastern Area Plan

Notes

Appendix A:

Recommendations for the Meadowville Area

Special Design:

Special design guidelines, as well as consideration for a mix of uses that promotes a sense of community and place, would be appropriate for the center of Enon.

Note 1:

Other uses appropriate in this area-- Community Mixed Use.

Note 2:

See Note under Neighborhood Mixed Use in Land Use Categories of the Plan document.

Consolidated Eastern Area Plan

Adopted by the Board of Supervisors
September 18, 2002

